

**Claim Amendment under 37 C.F.R. §1.121**

Claims 1-4.

Claim 5. (New) A gear-type continuously variable transmission comprising:

a main shaft comprising shaft grooves provided in the center and hollow parts provided along an axis of the main shaft;

first and second control gears, wherein each comprises a planetary gear carrier, wherein the first and second control gears are connected to the main shaft through a first control lever, wherein the first control lever comprises a gear portion at one end and an axial grooves at an other end, wherein the one end of the first control lever is connected with the shaft grooves of the main shaft, and wherein the other end of the first control lever is connected with the planetary gear carriers of the first and second control gears;

first and second side gears disposed around the main shaft, the first and second side gears being engaged with the first and second control gears;

first and second ring gears integrated with the first and second side gears respectively;

an auxiliary shaft disposed in parallel to and apart by a predetermined distance from the main shaft, the auxiliary shaft comprising shaft grooves provided in the center and hollow parts provided along an axis of the auxiliary shaft;

third and fourth control gears, wherein each comprises a planetary gear carrier, and wherein the third and fourth control gears are connected to the auxiliary shaft through a second control lever, wherein the second control lever comprises a gear portion at one end and an axial grooves at an other end, wherein the one end of the second control lever is connected with the shaft grooves of the auxiliary shaft, and wherein the other end of the second control lever is connected with the planetary gear carriers of the third and fourth control gears;

third and fourth side gears disposed around the auxiliary shaft, the third and fourth side gears being engaged with the third and fourth control gears;

third and fourth ring gears integrated with the third and fourth side gears respectively;

and

first and second idle gears, wherein the first idle gear connects the first ring gear to the third ring gear so as to form a high speed gear line, and wherein the second idle gear connects the second ring gear to the fourth ring gear so as to form a low speed gear line,

wherein an input torque from the main shaft is variably and continuously distributed to the high speed gear line and the low speed gear line according to the position of the first control lever, and wherein an output torque to the auxiliary shaft is variably and continuously distributed to the high speed gear line and the low speed gear line according to the position of the second control lever.

Claim 6. (New) The transmission according to Claim 1, wherein the grooves formed in the centers of the main shaft and the auxiliary shaft are aligned with the control gear shafts which are orthogonal to the main shaft and the auxiliary shaft.

Claim 7. (New) The transmission according to Claim 1, wherein each of the main shaft and the auxiliary shaft is connected with the corresponding control gears by a rack gear and pinion gear through the hollow parts.

Claim 8. (New) The transmission according to Claim 1, wherein each of the control gears further comprises first to fourth planetary gears, the control ring gears, and linear gears.

Claim 9. (New) The transmission according to Claim 1, wherein the first and third ring gears in the high speed gear line have a first gear ratio representing a high speed transmission from the first ring gear to the third ring gear, and wherein the second and fourth ring gears in the low speed gear line have a second gear ratio representing a low speed transmission from the second ring gear to the fourth ring gear.